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VOL. 2 NO. 4

THE MONTHLY NEWSMAGAZINE OF CASCO BAY

PRICE 20¢

MAY 1975

RATE HIKE FILED



**CBL asks
PUC for
12.68%
rate
increase.**

page 2

P.U.C. ORDERS CBL
SCHEDULE CHANGE. . .PAGE 3
LAST RATE HEARINGS
UNFINISHED BUSINESS..PAGE 4
65 YEAR OLD BEGONIA. .
A PROFILE.PAGE 5
ISLAND CURRENTS. . .PAGE 6
GREAT BLOW.PAGE 7

FISHERY LEGISLATION.. .PAGE 8
THE SOIL. .A GUIDE TO
GARDEN SOIL. . .PAGE 9
EDITORIALS.PAGE 10
LETTERS.PAGE 12
PROFILE.PAGE 14

THE CASCO BAY BREEZE
P.O. BOX 33
PEAKS ISLAND, MAINE 04108

CBL FILES HIKE

Less than four months after the Maine Public Utilities Commission issued its decision on Casco Bay Lines last rate increase request, the ferry company has filed for a new rate hike. At an April 21st meeting with the Board of Directors of the Island Citizens Association, Mr. Peter T. McLaughlin, Vice-President of CBL, and his attorney announced that the utility was preparing to file with the MPUC for a 12.68% rate increase. The rate hike, according to attorney Putnam, would be applied equally to all classes of passenger, freight, vehicle and tour tariffs. (A list of some projected transportation charges, as provided by CBL, is reproduced on page 3.)

In attorney Putnam's verbal presentation and in numerous exhibits prepared by CBL's accountant, Joseph Stillman, the proposed rate increases were attributed to higher fuel costs, legal expenses incurred during negotiations with its labor union and last year's rate hike hearings and a decreasing ridership on CBL's Summer tours. The utility also claimed that more employees would qualify under its pension plan in 1975.

Attorney Putnam asked the islanders not to oppose the CBL request, making MPUC approval of the higher rates in advance of the Summer season possible. He argued that if a speedy rate relief was not granted before the line's most profitable season, the year 'round islanders would "bear the entire burden!"

The CBL attorney said that the increase (17%) granted by the MPUC last year was insufficient to meet the util-

ities operating expenses. With the additional 12.68% the line would receive a 32% increase over last Spring's rates. Attorney Putnam added: "Frankly, this is the balance we thought we'd get in last year." He claimed that CBL had expected to receive a rate structure that could be maintained for several years from those hearings and criticized the MPUC's granting of increases in small amounts- "It now appears we'll be in every year."

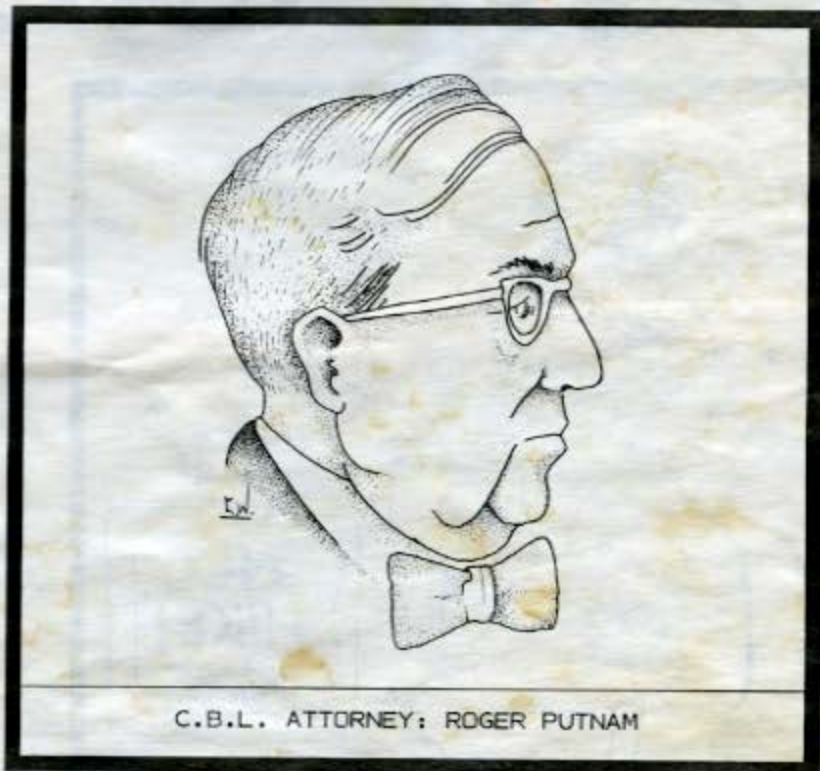
In March of 1974 CBL had requested rate increases of 65% which were uped to 83% during the hearings before

the interm rates as permanent.

In the later decree the MPUC cited several reasons for denying the full increases requested by the utility.

The loss of ridership factor of 5% that CBL had used in projecting its revenues was determined to have "no applicability" and it was concluded from testimony that "historically CBL has experienced a degree of constant growth in all areas of revenue."

The commission would not accept costs of maintenance and depreciation on its barge *Mysalki* and its tug *Maine Yankee* as in several years of



C.B.L. ATTORNEY: ROGER PUTNAM

the MPUC. The MPUC held six days of hearings on Peaks Island and in Portland last Spring on CBL's proposed increases. Two island organizations, the ICA and the Casco Bay Island Development Association, intervened and cross-examined CBL's witnesses on behalf of the islanders.

On August 28th the MPUC granted CBL a 17% interm rate hike and in a December 27th unanimous decree denied CBL additional increases, leaving

ownership "these vessels have not been used to furnish the service to the general public." Both vessels had been leased at below rates specified by the MPUC to South Portland Shipyard, a separate corporation under the same ownership as CBL.

CBL had loaned funds without the required MPUC approval and at no interest to the Grey-lines Sightseeing Company of Maine. That company is also

(cont. on page 4)

SELECTED PASSENGER AND FREIGHT TARIFFS, CASCO BAY LINES:

Portland to:	August, 1974	Last rate hike*	Proposed rate hike
Peaks Island:			
Adult, one-way	\$.55	\$.65	\$.75
Commuter book	3.75	4.40	4.95
Long Island:			
Adult, one-way	.70	.80	.90
Commuter book	5.40	6.15	6.95
Cliff Island:			
Adult, one-way	1.05	1.25	1.40
Commuter book	7.65	9.05	10.20
Minimum Freight Charge (per 100 lb or less)			
Peaks, Great and Little			
Diamond Islands:	.75	.90	1.00
Chebeague, Cliff and			
Long Islands:	1.00	1.15	1.30

*These tariff rates placed into effect by interm rate increases granted by MPUC in Sept., 1974. Increases made permanent by MPUC decree of December 27, 1974.

P.U.C. DECISION

10 PM BOAT FOR PEAKS ISLAND

On April 29th the Maine Public Utilities Commission issued its decision on a proposal (by the Commission) to change the scheduling of the 9:30 PM Peaks Island boat to 10:00 PM. In a unanimous decision the Commission ordered Casco Bay Lines to make the proposed change on a trial basis next Fall. The schedule advancement will go into effect on September 2, 1975, and will last until January 2, 1976, unless extended by the MPUC.

The proposal was initiated by the Commission in response to a petition signed by forty-nine Peaks Islanders who favored the change. The MPUC conducted several surveys last Fall on the 9:30 PM trip to Peaks (and on the 9:50 return). The great majority of the islanders responding to the survey favored the proposed

change.

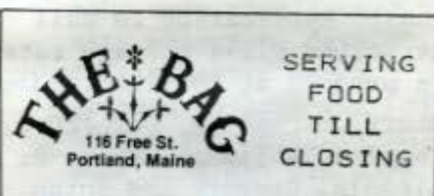
The proposal was rejected by CBL, and the utility requested that a hearing be held for presentation of the company's opposition arguments. At the hearing (March 4th) CBL testified the change would cost the utility between \$1,100 and \$1,400 per year in additional operating expenses.

Proponents of the proposal argued that the 9:30 departure forced them to leave adult education classes early (classes end at 9:30), severely hampered their participation in public meetings and restricted mainland entertainment options. They rejected CBL's cost estimates, claiming that increased ridership at the more convenient time would offset much of the additional expense.

The MPUC ordered a Fall trial period as the utility

would experience "no increased operating costs during said period". The line usually operates an 11:15 PM during the Fall and early Winter and would not have to keep its facilities open for an additional time each night to cover the half-hour schedule advancement.

Surveys to be conducted during the trial period will provide the Commission with input for ruling on a permanent change. If a permanent change is ordered next Winter only runs from September to June will be rescheduled. The MPUC feels that no Summer rescheduling is necessary as an 11:30 boat is provided daily and fewer people participate in evening education classes during those months.



RATE HIKE

under the same ownership as CBL and, despite its name, engages solely in real estate (according to Mr. McLaughlin.)

Monies derived by the sale of the CBL vessel *Emita II* were ordered included in CBL income projections as "The customers have borne the expense of depreciation." The vessel was fully depreciated (excepting \$300) and CBL expected to realize \$32,000 from its sale.

Much of the money requested to compensate a pension plan under the union contract was disqualified. Only one captain and one deckhand were found, under cross-examination, to be eligible for the contract benefits at that time. Sick pay expenses were also deleted as CBL could show no evidence as having incurred such expenses in its first half-year under the contract. The MPUC also considered CBL's rapid personnel turnover in deciding on proper projections involving the union contract as two years seniority is required for most benefits.

STATEMENT OF PUBLICATION

May, 1975; Vol. 2, No. 4
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P.U.C. HAS UNFINISHED BUSINESS FROM LAST CBL RATE HEARING

Several legal matters brought up at the last CBL rate increase hearings (April-May, 1974) have yet to be resolved by the Maine Public Utilities Commission. In its December 27th decree, (that denied CBL any additional rate increases over the interim relief granted last September), the commission cited two violations of MPUC regulations that could result in fines levied against the company or its owners. The PUC also promised to begin hearings into the question of whether CBL should be required to equip its vessels with radar for night and poor visibility navigation.

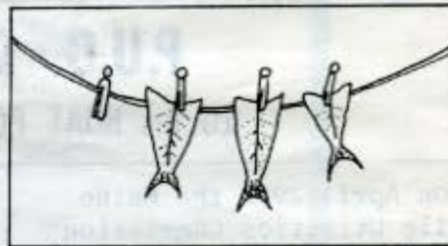
The two legal violations arose from dealings between the ferry line and two other corporations under the same ownership as CBL. The utility had, without PUC approval, loaned funds (\$2,500) to the Greyline Sightseeing Company of Maine, a real estate company. The other violation concerned the lease of the CBL barge *Mysalki* and tug *Maine Yankee* at far below the PUC specified rates to the South Portland Shipyard. The lease of the vessel was also without PUC approval. Both the shipyard and real estate company are owned by Mr. Peter T. McLaughlin of Cumberland, Maine and Mr. Norman Thomas, a Boston

businessman who are the sole stockholders in Casco Bay Lines.

The utilities commission stated in its December 27th decree that they would decide within 20 days whether to seek the imposition of a fine on CBL for the violations. On January the PUC decided to indefinitely postpone the decision as the ferry operator had not furnished reports on the matter ordered by the commission. CBL had requested an additional period of time to prepare the material. The issue at this time remains tabled with the PUC.

LETTERS

to the CASCO BAY BREEZE should be mailed to PO Box 33, Peaks Island, Maine 04108.



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A 65 year-old Begonia and...

Many people are constantly moving from place to place, and from state to state in search of a better job with more pay, or more seclusion to live a simpler life. In essence we have become a society of strangers to the land- a people without roots.

It is refreshing, as well as exciting, to meet someone who has lived in one place and witnessed the changes through which the community has undergone over the years. Peaks Island has gone through transitions and one who remembers them is Jessie Carney.

Jessie Carney is 81 years old. She has lived on Willow Street since 1932; and even before that, as far back as 1876, her grandmother occupied the house. Conversation carries us from the present to the past: people, places, and happenings.

"Peaks Island used to be a wonderful place for entertaining. We had the Gem Theatre, which during the summer months drew many big-time actors and actresses, large hotels, and of course, the Peaks Island House." Pause. "The army came and well over 2000 men were encamped on the backshore. They had an officer's club, a 'non-com' club and a terrific movie house. We use to get to see the movies even before they debuted in New York! It was quite a set-up."

Perhaps because Spring is in the air, our main topic of conversation was her 65 year old wax begonia.

It seems that there was a woman whom Jessie



called Aunt Emma ("one of those New England Aunts, you know, she really wasn't my Aunt"), and every summer Aunt Emma came to Peaks Island from New York with her bird, Billy, and her wax begonia. She did this every year for about 20-25 years until she fell sick and stayed with Jessie. After Aunt Emma passed on, Jessie assumed care of the wax begonia- this was around 1932- and it has flourished ever since then.

Is there any special treatment she gives it along with a beautiful Christmas Cactus and 10 huge Geraniums?

"I just water them and keep them in the sun. Once a year I do cut the begonia straight down to the edge of the pot right

before it goes out onto the piazza for the summer. In the fall, I bring my plants inside and they keep growing all through the winter."

Does she use plant food?

"No, they grow fast enough without it. Just my loving care. That's all they need."

The time passes very quickly and the day is beginning to fade into night. There will be many more visits, and many things to relate. Jessie Carney has a tremendous love for Peaks Island and delights in recalling the old days.

MIM

Island Currents

MAY:

3rd., CBIDA Steering Committee meeting at Portland Public Safety building((public invited to attend)

4th., 3:00 at St. Christophers- Service of Renewal of Marriage Vows.

10th., Inn on Peaks dining room open for dinner by reservation only.

11th., The Inn on Peaks dining room will be open on Mother's Day and on week-ends throughout the month.

12th., Luncheon meeting of United Methodist Women.

13th., The Public Library van will be at -

Peaks Is. School 9:30-10:30

Fifth Maine 10:45 to 12:00

Sr.Citizens Ctr. 1:00 to 1:45

(Call Shirley Helfrich at 773-4761 with specific requests for books for delivery to shut-ins.)

18th., First Communion at St. Christophers.9:00

21st., Senior Citizens Ctr.- covered dish luncheon and business meeting.

24th., Rooms available at Inn on Peaks- dining room open upon reservation throughout the week.

27th., Mothers Club Womens Council of St. Christophers.

WEEKLY SCHEDULE OF RELIGIOUS EVENTS

St. Christophers Church Mass at 7 P.M. on Sat. and 9:00 Sun.

Long Island Chapel, Our Lady of the Sea- Sun. Mass 11:00

Peaks Island Taxi Co.
766-2777

Brackett Memorial United Methodist Sun. service 10:00

Ecumenical Prayer Meeting on stage of St. Christophers Hall any time after 7:30 on Wed. evenings

STORE OPENINGS

Feeney's Mkt. 8-6 8-4 Sun.

Harborvue 10-2 12-2 Sun.

Dairy Bar 11-7 closed Mon.

Whittons 8-6 closed Sun.

Post Office 8:15 4:30 Mon. thru Fri. (8:15 12:00 Sat.)

Howards Mkt. 8-6 Mon., Fri. Sat. 8-7 Sun. 10:3

Laudramat 8-8

PARENTS GROUP

The Parents Group at Peaks Island School has two more movies scheduled for May.

May 10- will be "Billy The Kid vs. Dracula"

May 24- "Journey to The Seventh Planet"

Also June 7th "Angry Red Planet"

Movies start at 10am. at the school. Donations at the door- 75¢. Sodas and popcorn for sale there. EVERYONE IS INVITED TO COME.

COMING EVENTS AT THE SCHOOL.

May 9th. Book fair- new books will be available for sale and students will attend school dressed as a favorite book character.

May 29th. Spring Movie Festival- all classes will present musical selections. The Parents Group will have a breif business meeting.

The Parents Group at Peaks Island School hosted a covered dish supper and meeting for members of the Portland School Committee, Superintendent of Schools Harold Raynolds and Assistant Superintendents Clyde Bartlett and Peter Greer March 18th. Twenty-eight parents from the island attended and several concerns and problems at the school were discussed.

After the meeting, a letter was sent to all the guests reiterating the concerns raised at the meeting.

As a result of vocalizing the concerns, concrete progress has been made.

A social worker has been assigned to Peaks Island School one day a week. (Prior to the meeting this service was not available.)

Peaks Island School will have a representative on the Title I Advisory Board. This board determines how federal Title I funds are allocated.

An extensive orientation program for students attending King Jr. High next year has been planned. For the first time principals, guidance counselors and and sub-

(Currents cont. pg.7)

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ject area teachers will come to the island twice in May to assist students here in the transition to junior high.

At this time instrumental music has not been offered at the Peaks Island School. Mr. Raynolds has expressed an interest in knowing about "the presence of any instrumental teachers now living on the island." Instrumental music service will be limited in September in the city of Portland, but Mr. Raynolds welcomes suggestions so that Peaks Islands students will be given equal opportunities.

A petition asking for a summer school on the island has been circulated. At this time there are no plans for summer schools in Portland due to a shortage of funds.

Mr. Raynolds encourages Peaks Island parents to vocalize the needs of the school and to push for quality education on the island. The achievements since the March 18th meeting speak for the fact that the administration does listen and acts when requests are made. It is up to the parents to verbalize needs and desires to the proper people.

The next Parents Group meeting will be May 29th. It will be a short business meeting before the music festival that night.

Parents Group report by
Roberta Dean

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THE GREAT BLOW of APRIL 3rd.



The wind was blowing 20 to 30 miles an hour on Cliff Island the morning of April 3. The rain came down in torrents. Late in the afternoon the anemometer was registering up to 80 miles an hour.

Since Sebago Lake water does not reach Cliff Island, everyone drew water ahead, in case the power went off. Up to nine houses lost their power as a result of approximately forty trees falling. A telephone pole broke off, and some windows blew in. Though the tide was much higher than usual, no boats were damaged.

On Long Island, lots of people went to South Beach to watch the surf and to collect Hen Clams washed up on the beach.

Shingles blew off houses, lights blew off telephone poles, lobster traps washed ashore. Rain came in windows on the windward side, doors blew open. The only casualty was Michele Elder's mother's cut finger, the glass in a door blew out as she was trying to shut it.

On Peaks Island a car full of adventurous spirits reported that as they approached a low spot in the road on the back shore at the height of the storm, a wave rolled over

the road ahead of them. They waited for another wave to advance and retreat before they sped across to higher ground. When they parked to watch the wind driven Atlantic, a wave climbed the cliff in front of them and wet the car radiator.

For the first time since the road on the back shore was reconstructed in 1972, rocks were washed into the pavement. The island public works crew used the snowplow to clear the way.

On the return trip of the 5:30 P.M. run down the bay, the mooring line blew off the stern of the Island Romance just as she felt the full force of the wind blowing up Hussey Sound. As Capt. Kennedy reversed the engine to avoid fouling the propeller, the motor stalled. He knew that throwing out the anchor had been useless when he heard it bump across the bottom. The crew succeeded in starting the engine just in time to keep the Island Romance from slamming into the ledges of Great Diamond Island.

At high tide, the Rebel was driven onto the pilings as she lay at her berth. It took quick work to rescue her from the predicament as the tide went out.

Thanks to Dawn Seymour, Rachael Doughty, Bobby Wood, Randy Wood, Mike Gramlich and Betty Gammon for these contributions to the CURRENTS.

(G.H.)

IF YOUR INTERESTS HAVE
BEEN IGNORED IN THE
ISLAND CURRENTS
CALL GRETCHEN HALL AT
766-3381

TYPING SERVICE

Ruth Sargent 766-2956

Legislation

FOR THE CASCO BAY FISHERIES

On April 13th more than 500 attended a legislation in Augusta in response to a lobster license bill sponsored by Representatives Patrick Jackson R-Yarmouth and Lawrence Greenlaw Jr. D-Stonington.

The bill establishes four classes of lobster and crab fishing licenses: class A commercial lobster license holders would be allowed to fish up to 600 traps; class B crab license holders would be allowed 200 traps; class C apprentice fishermen 100 traps and class D sport lobstermen 25 traps.

In general, the proposed legislation would not affect existing full-time lobstermen but would restrict entry into lobster fishing by new fishermen. The bill would also severely restrict summer residents from setting a small number of traps.

A regulatory commission would also be established within the Department of Marine Resources. The Commission would hear appeals for license applicants and oversee the first few years of the new licensing system. By 1980 its duties would be turned over to the Commission of Marine Resources and its advisory council.

Supporters for the bill claimed that lobster is being over fished and the coastal supply is in danger.

The most vocal opponents from Vinalhaven, argued the proposed license system doesn't take into account different fishing combinations, geographic areas and conservation efforts of the lobstermen.

Marine Resources Commissioner Spencer Apollonio, opposed the bill, saying its trap limit would be unenforceable and would ultimately lead to in-

creased lobster fishing. Apollonio said the measure provides no long-range objectives for handling the situation because it deals with the number of lobstermen rather than lobster supply.



The eligibility for commercial licenses based on a fisherman's earnings from lobstering was criticized by some lobstermen. They maintained that a majority of time is spent working on equipment and conditions don't always permit lobstering. They said they may not reach the income level from lobstering for a commercial permit.

Casco Bay lobstermen complain the Bay is saturated with fishermen and conservation measures must be implemented. Roger Berle, president of Cliff Island Lobsterman's Association claims "the state is faced with a dying natural resource and a dying way of life for the Maine coast."

Governor James B. Longly has signed two acts dealing with Maine's fishing industry. A moratorium has been lifted on issuance of lobster and crab fishing licenses for veterans. The Governor also signed an act which requires shrimp sold in Maine to be labeled as to its origin, so that consumers will know if the shrimp they are buying is from Maine or out of state.

B.F.L.

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The SOILs

If you are planning a garden, it is recommended that you get acquainted with the soil in your yard. There are three principal natural types of soils: sand, clay and loam.

Sandy soils are usually made up of rather large particles. They are very well drained. This results in their being rather lacking in plant food. Such elements which are found naturally within the sand are soon carried away by water. Sandy soils "work" easily and warm up early in the spring. Consequently, this type of soil is chosen by many gardeners for growing early crops.

Clay soils are made up of very fine particles of disintegrated rock. They hold tremendous quantities of water which means that they are poorly drained.

The soil experts tell us that loam is a mixture of sand and clay. But the gardener sees loam as a mixture of sand, clay and organic matter. This organic matter may be manure or the roots of plants which previously grew in the soil. Loam is the ideal soil in which to grow garden plants.

It has enough clay to retain some moisture and possesses sufficient food for sustaining plant life. It has enough sand to give the soil the right texture and porosity and it has the right bacteria derived from decaying vegetation. Soil bacteria is very necessary because these organisms transform raw materials into food for plants.

If we keep our autumn leaves and garden trash and spade it into the soil in the fall of the year, allowing the surface to remain rough through the winter, the action of the frost will break up the soil into fine particles. Such activity will improve soil conditions.

Another method of improving soil is by adding sand, peat moss and leaf mold. Or, we may plant a crop which naturally grows on poor soils and which leaves an abundant root system after the crop has been harvested. Such crops are called cover crops. They are grown so that they can be spaded or tilled into the soil when they have attained the maximum growth, but before they become too woody. In the poorest and most stubborn soils, it is

recommended that a cover crop be planted with a root system that soon decays and adds organic matter.

The person who is attempting to conquer a stubborn soil this year should sow some cover crop as soon as the first lot of vegetables is harvested. Cover crops are frequently sown in August and generally make enough growth before winter to have a very beneficial effect the following Spring.

There are many elements that affect the protein content, root development and growth of all plants. The three most important are nitrogen, phosphorous and potassium (potash). Unfortunately, these elements become depleted from the soil with time. The forms in which they may be applied to soil can be synthetic or organic in nature. The gardener should research the merits of both types of fertilizer.

For a detailed analysis of your soil, call or write the Cumberland County Extension Service, 15 Chamberlain Road, Portland. A brochure with instructions on preparing soil samples will be mailed to you.

(BFL)

Maine lobstermen fish over 525,000 traps.

CAPT'N FRANK'S

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Editorials

CASCO BAY LINES. SOME THOUGHTS

From our vantage point, after 4 years of riding the boats, one can hardly help but get interested in Casco Bay Lines and its management.

PERSONALITIES ASIDE, and trying to be objective, our friend, Peter, has really built himself (and his partner) a business! In 15 short years he has acquired a small flotilla of modern passenger vessels, plus a car ferry. His dollar volume is approaching the half million mark, his long term debt is relatively small and self-liquidating, his depreciation reserves are more than ample to replace two boats out-of-pocket. All in all, his balance sheet should be the envy of any businessman. Fortunately or not, depending on the side of the fence, Peter has a captive market. A market that, despite the Bay's many attractive advantages, is beginning to shrink.

We are all aware of the various inequities in his rate structure, i.e. the school system being charged "round trip", rather than commuter rates, for both the students and teachers, also, the police and fire and other service people; so it's safe to say that every dime is being gleaned!

But let's examine his 1974 Balance Sheet & Operating Statement and his 1975 Proposed Rate Increase (which, if granted, will bring us 32% over August 1974) Incidentally, his Legal & Accounting fees for '74 were \$35,579 or 8½% of his gross revenues and almost 4 times his '71 fees. They are able to afford these

fees; we cannot!

His total revenues in '74, despite the rate increase in September, were only up \$41,000, \$15,000- of which was "extraordinary income"-sale of vessels. The following facts support my contention that the islands are losing population and the business that goes with it: Freight Revenues.. down from '72; Mail Revenues-same for last 3 yrs. (the only example of gov't. economy that I know of); Car Ferry... off \$8,000 in '74 and \$4,000 lower than '71; Tours.. down, but so is advertising expense-a correlation??

Peter has added new vessels though revenues & costs would indicate that they weren't really needed, but then the depreciation comes in handy (\$36,500 in '74) if only to justify rate increases and for a tax posture. My point is that *the Bay is being drained*. The year 'round' residents are being forced to support a business that is actually seasonal. Two boats and a car ferry could actually service the Bay year round. *Peter's own "Passenger Charts" support this.*

Keeping in mind the average island family income is slightly over \$5,000-, the daily commuter (if the new rates pass) will be forced to pay over 5% of his gross income to get across the Bay. Total family cost will approximate 10% (also don't forget the cost on the mainland-bus or parking- no city help here either) This, coupled with heating costs (again we're captive), increased Real Estate taxes (another subject), makes life on the islands less and less viable.

The age-old law of Diminishing Returns is beginning to show its presence. "For Sale" signs seem to be everywhere. The islands are a great place to live, but they could easily become, as they were before, an economic disaster. The year 'rounder', particularly the Senior Citizen needs some consid-

eration, or we aren't going to be here much longer; at which point Peter can close down for the winter and take his well-earned Florida vacation.

THINK ABOUT IT!

Howard Tunstall

THE QUESTION OF RADAR

One of the most frequent areas of conflict between the Casco Bay islanders and Casco Bay Lines (their sole means of scheduled transportation) has been the issue of radar. For the past decade there have been continuing efforts by islanders to convince or force CBL to install radar navigation devices on their vessels. CBL Vice President Peter T. McLaughlin has effectively resisted all efforts to date, claiming that radar is unnecessary, unreliable, too costly and would be a burden to his operation of the ferry service.

Let's look at the facts:

Is there a need for radar on Casco Bay?

Portland harbor is one of the world's most active oil ports. Each day several crude oil carrying super tankers enter and leave the harbor, all requiring the assistance of two or three harbor tugs and a pilot boat. Along with the larger vessels are the numerous coastal tankers and tug-barge systems used for the transportation of refined petroleum products. In addition, Portland is the home port for several hundred fishing boats, smaller commercial vessels and pleasure craft. Two ocean going ferries carry passengers and vehicles daily between Portland and Yarmouth, Nova Scotia.

Low visibility collisions between CBL ferries and other vessels using the waterway have occurred. Fortunately all collisions to this date have been minor.

(continued next page)

The Casco Bay Breeze

CBL's greatest low visibility problem has been the grounding of its vessels, particularly when crossing the area between Peaks Island and the Diamonds while steaming to or from the later or Long Island. As with collisions, it has only been by good fortune that none of the incidents have had more serious consequences.

How much will radar cost? In a 1971 MPUC investigation into islander complaints about the utility's operation, Mr. McLaughlin claimed that installing radar would cost the line tens of thousands of dollars per vessel. It appears that the prices quoted were for installations designed for long range ocean navigation by much larger vessels and, in fact, would be all but useless (due to their range) in the confined waters of Casco Bay. It should also be noted that the quotes were supplied by South Portland Shipyard which is under the same ownership as CBL.

In reality, the CBL boats could be equipped with radar for between \$2,000 and \$4,000 per vessel depending on the device chosen. (Less than 2% of the purchase price of the boat). The radar sets in this range are those most commonly used on medium-sized fishing boats and other vessels of the CBL tonnage class. In determining the costs to the line it is necessary to consider the fact that CBL will amortize the outlay and depreciation of the equipment over several years. The costs would then have less impact on CBL's books in the year of purchase. Also the utility should find a substantial reduction in insurance rates—more about that later.

How reliable is radar? CBL's attorney has frequently proclaimed that "Radar is no panacea." I have never been in firmer agreement with Mr. Putnam. The use of radar (or any other electronic navigation device) can never relieve the

captain of a vessel from the responsibilities of insuring the safe navigation of his vessel by using all means available to him. Having the ability to "see" through the densest fog does not grant the boat operator the privilege of ignoring all other limited visibility navigation procedures. Radar is nothing more nor nothing less than a supplement to other piloting practices. Under conditions of limited visibility, the device simply gives the vessel operator a priceless additional source of information on which to base his piloting decisions. The fact that nearly every regularly operated commercial vessel in Portland Harbor is equipped with radar must say something for the value of information provided by the devices.

Radar set failure is judged a very infrequent occurrence by experienced operators. However, in the event of failure, the competent pilot (presumed competent by his USCG licence) is certainly in no worse position than he was before the aid of radar and should be able to continue with his non-electronic aids.

Then, who can operate a radar?

The Coast Guard requires anyone to obtain a 100 ton operators licence (the type required for CBL boats) to pass a Qualified Radar Observer (QRO) examination. This regulation went into effect as of June of last year. Captains holding licences before that time are grandfathered from this requirement. However, licence holders, along with new applicants, may take a free course to become QRO's.

It is questionable whether QRO status should be mandatory for operators only piloting within the confined waters of Casco Bay. With the time available for decision making while crossing close waters makes most complicated plotting pro-

cedures impossible. But the collision avoidance information provided by a radar can be life-saving input to the pilot, warning of possible dangerous situations or a faulty course. Probably 90% of the Maine boat operators navigating with the aid of radar are not QRO's but have efficiently used the devices for years.

If radar is such a valuable aid to navigation, why is it that CBL refuses to equip its vessels with the devices? This, to me, is a nagging question that seems to defie any answer. Virtually every other vessel of CBL's size and use on coastal waters is equipped with radar. In fact, virtually every boat of any size that carries passengers for hire has a radar. And there is good reason: It would be next to impossible to obtain hull or liability insurance for a vessel that is not equipped with radar. Considering the modest cost of radar and its value, an insurance company usually takes a very dim view of any vessel owner that invests tens or hundreds of thousands of dollars in a boat yet does not include a radar in her navigational aids. If insurance could be obtained for a passenger vessel without radar the cost of premiums would be substantially higher—usually enough to pay for a radar set in one or two years. Casco Bay Lines, with annual insurance premiums of over \$30,000, could be reasonably expected to save several thousand dollars per year by outfitting its ferries with radar.

The Coast Guard has yet to develop regulations requiring radar on vessels of CBL's class (Class T). The main reason for this is the lack of public pressure to develop such regulations. The lack of public pressure stems from

(cont. on page 12)

RADAR? (cont. from page 12)
the low number of non-radar equipped vessels that are involved in marine mishaps that could have been prevented by radar. The later situation stems from the fact that the insurance companies have made it almost mandatory for the passenger vessel owner to equip with radar. (There are virtually no non-equipped vessels around that are involved in serious marine accidents).

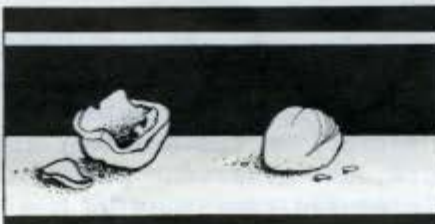
In Its turn the MPUC has been reluctant to initiate its own radar requirements as the Commission is wary of tampering with vessels whose inspection requirements are usually under Federal jurisdiction. The MPUC, in its 1971 investigation of CBL, refused to make radar a requirement on the utility's ferries. However, the MPUC has recently (the rate increase decree of Dec., 1974) decided to reopen the issue. The Commission declared that it will hold hearings in the near future to determine if radar should be required on CBL boats and further define its jurisdiction in the matter.

While it is the position of the utility that the state agency has no jurisdiction over maritime safety, the MPUC regulations call for the annual inspection by the commission members or staff the annual inspection of the utility's facilities and vessels by Commission members or staff to ensure the safety of the public. Further, if, as CBL claims, the state agency *can not* involve itself in maritime affairs, there would seem to be substantial doubt as to the Commission's ability Casco Bay's transportation in any manner. The question is raised: Can a state body that can not legally issue safety standards (above USCG requirements) for boats operating on "Federal" waterways regulate for what purposes and by whom the water-

way can be used?

Another question: Can we, the Casco Bay Islanders afford not to support L.D. No. 1445 - requiring MPUC regulated passenger vessels on Casco Bay to be equipped with radar????

(ED. NOTE: A PUBLIC HEARING ON LD #1445 AND SEVERAL OTHER BILLS DESIGNED TO IMPROVE TRANSPORTATION ON CASCO BAY WILL BE HELD BEFORE THE LEGISLATURES PUBLIC UTILITIES COMMITTEE - TUESDAY MAY 13 TH. AT 1:30 PM, IN PORTLAND AT THE FRANKLIN TOWERS AUDITORIUM (211 CUMBERLAND AVE)



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LETTERS

I am so thankful to be part of the Island's population for years and years. My Mother is 95 years old. She has taken her eight children, since they were babies to the Island, so you see, we have "Peaks" in our blood!

My Mother is the sister of Mike Marsalle, who owned the Feedwell Lunch on the Island. His death was of a mysterious nature when found in his cottage. However, we go to the cottage he occupied and have not missed a summer going there, never! We love the Island, its beautiful and unique..My sister and brother-in-law, Mr. & Mrs. Tom Quigg have a home on the Island, and intend to retire there! Lucky People!

Your magazine is very interesting. Good luck to you and your staff. I also want to congratulate Mr. Dougie Clough for the good work he is doing with our youth.

Angela Caruso
Cranford, New Jersey

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sun dance

The Island Citizens Association sponsored an "April Sun Dance" on Saturday, April 26th in the Parish Hall. The dance was well attended, and everyone danced well past midnight to the music of Outer Drive.

Outer Drive is a group of four men transported from Detroit, Michigan to Peaks Island. Jack Humeniuk plays guitar while his brother, Bill, vocalizes and keeps up a good beat on congas. Dan Nelligan proffers his talents as bassman and Phil Hoorlebeke stars out on the drums.

While Outer Drive recharged, the dancers boogied to the music of another group of islanders: Daryl Davis on drums, John Davis on electric guitar, and Louie (try as I did, I never found out your last

name- sorry Louie.) on
bass guitar.

The evening was topped off with a jam session composed of both groups as well as the talents of "Panama Jack (Mazza) of New York" on congas, and the voices of Nancy Laughlin, Pam Nelligan and Wanda Daigle.

Anyone who missed this dance should keep their eyes open and make plans to attend the next one!

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GRAPHICS
FOR

The Casco Bay Breeze

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PROFILE OF A SPUNKY OCTOGENARIAN

MRS. MILDRED TAYLOR OF PEAKS ISLAND

Helen Keller said, "The Lord never closes the door but what He opens another." This has proven to be true over and over again in my life. I've done a lot of interesting things. I ran the canteen in Everett during the First War and I was the president of a fine women's organization. I fought for jury duty for women until we finally won it. I've served on a jury myself and it was the greatest experience of my life. To see how system of justice works! I always said there were two things I wanted to do in my life: I wanted to serve on a jury and I wanted to witness a bank robbery. A friend of mine said: "Now why would you want to witness a bank robbery?" I said, "Well, I'm curious to know what my reaction would be because I can't imagine any man getting me to lie down on the floor by holding a gun on me."

I have a good knowledge of antiques. I've taken things that no one else could find any use for and I've transformed them into something beautiful. I always had a natural flair for interior decorating too- for knowing what colors and fabrics went together. I've earned a lot of money and pleasure from it.

I met my husband in church. He was in a male quartet and I was soprano soloist. After we were married I kept right on singing until I began to show with my first baby. I think the only grounds for divorce are if your husband comes home drunk every night and beats you up or if he doesn't support you. Twice my husband was out of work but you know what it says in the marriage ceremony:

"In sickness and in health". Well, I just learned to sew. I made beautiful clothes for my children out of remnants and we drew on our savings until he was working again. I believe that if an able-bodied man isn't willing to clean windows and cut grass and shovel snow to earn a living, he shouldn't be allowed to go on welfare.

When my husband died, I thought to myself: "This is the last page in the chapter; I've got to make a new start." The house was full of the smell of flowers. I couldn't wait for them to die so I could throw them out and get rid of that smell of death.

After my husband died, I had a chance to marry a man who bought old houses and rebuilt them. He had about fifteen men working for him and was insured for two hundred and fifty thousand dollars. But he was Czechoslovakian and my husband was a Yankee so I was used to Yankee cooking and Yankee ways. He was very disappointed when I said that I decided not to marry him. He's probably dead by now.

One Christmas I was sitting in the living room of my daughter's house when my little grand-daughter said, "Look Granny, I just turned on the lights. Do you like the tree?" Well I looked where her voice was coming from but I couldn't see a thing. The doctors gave up on me. They called it a detached retina.

The next door that opened

was a most wonderful school for the blind; St. Raphael's in Newton. They taught me to cook and sew and type. I had the most patient typing-teacher. Suppose I'd say, "I just can't remember where the comma is." She'd say, "You know where it is; you've just forgotten. Now I'm going to take a walk down the hall and by the time I've come back you'll remember where the comma is." Well, before she'd get back it would have come to me where it was and I'd show it to her. She'd say, "There. I told you you could do it."



After I finished at the school, I went back to my own apartment. They brailed the oven and stove for me. But I gave up the typing. One day I asked my sister, who lived in the apartment upstairs to show me where the question mark was. She said, "I've showed you three times already!" I never felt like typing after that and I never did.

I used to come to the island every summer and I loved it. I always went for long walks and visited my friends, but of course, I don't get around at all anymore. There was my good friend, Malcolm Leete. He was a handsome man in his younger days and he had a perfect education. He was such an interesting talker. We liked each other very much and I'm sorry he's dead.

(cont. on page 15)

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Since there are so many things that I used to do that I can't do now, I've taken up writing to help pass the time. I'm doing a story now about an elderly woman who takes in an ex-convict as a roomer. No one but the woman knows her reason for taking in a convicted murderer: She hoping that he'll murder her.

I used to think that old age was beautiful as long as you had money. Now I know differently. Old age isn't beautiful if you don't have any privacy. Everyone needs privacy. It's nice here with my daughter and I'm very comfortable, but I miss having my own apartment, my own life, and friends dropping in. I miss it terribly. Maybe that is why I've lost my sense of humor. God didn't give me great beauty (although I had a nice figure) but I never lacked for boy friends. because I had a good sense of humor. Now I can't laugh at myself anymore. I'm starting to wonder what's behind the next door."

Ann Paris

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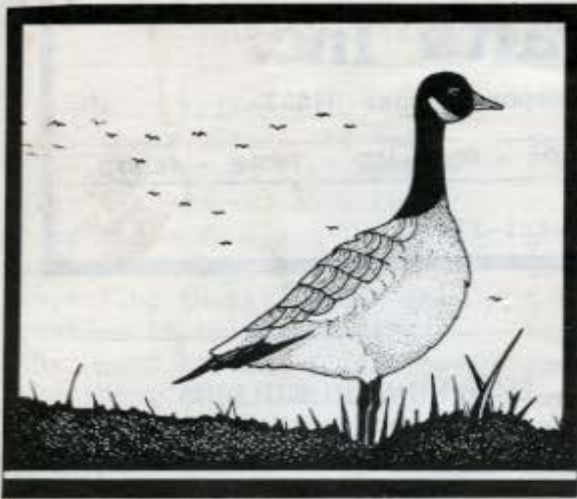
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Along the salt marshes that border Casco Bay and the coast of Southern Maine exceptionally large numbers of the Canada Goose (*Branta canadensis canadensis*) have been noted this Spring. On the East Coast the large waterbird winters in the Mid-Coastal States and is a transient to Maine as it wings toward its breeding grounds in the inland Canadian provinces.

The Canada goose is a vegetarian in eating preference and is attracted to both natural and cultivated grass plantings.

NOTICE

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